

HANNIBAL JOURNAL.

O. C. MORTON, Editor and Proprietor.

THURSDAY, NOVEMBER 11, 1852.

RELIGIOUS NOTICE.

ALEXANDER CAMPBELL, President of Bethany College, will (the Lord willing,) preach in the Christian Chapel in this city, on Sunday next.

The meeting will commence the Friday evening preceding.

D. T. MORTON.

November 9th, 1852.

For the Journal.

LOUISIANA AND MISSOURI RAILROAD.

Mr. Editor: When Mr. William Muldrow and his associates were building—and before they had finished—Marion City, he said in a spirit of devout prophecy, that he expected to see, and hoped to live to that day, when a Railroad would be built, and run, from Marion City to New Orleans, superseding the old Mother of Waters.

Place this matter of history on record, lest others may claim it. This sentiment of that sagacious and illustrious gentleman, seems, now, to be caught up, and used, somewhat for the same purposes—only on a more extended scale. His patrons were individuals with long purses and good intentions; the customers to be invited to the enterprise of a Railroad 2,000 miles long, from St. Paul or somewhere else (no difference, for the present, where), to New Orleans, are to be States, and the dear constituency of Boncomb.

In my last very crude article, I said the scheme was a "humbug" to enlist the people, and through them, their Representatives, into a wild and impracticable scheme, which, if attempted, could only end in a failure, and the involvement of the State in a heavy debt; and to promote, in this State, the spirit of internal improvement.

The propositions for which the St. Charles and St. Louis Conventions are called, are shadowed forth, in the St. Louis Republic, by the publication of an article, "by a gentleman thoroughly acquainted with the subject," prepared for a forthcoming number of the Western Journal, not yet printed. Without quoting that article, (which will be remembered by many from the peculiar method of getting it out in advance of the Western Journal,) it may be sufficient to say: that article invokes the aid of the State to the execution of four great and important Trunk Roads, all converging to St. Louis, and carefully directed through such parts of the State as to enlist the greatest political support in the Legislature. How kind and thoughtful! What a scheme! How certain to serve No. 1, if perchance the Conventions should adopt and recommend it! How kind thus to tender sudden wealth and notoriety to sections and localities, without asking! without any peculiar meritorious claims of location! without any offer of liberal aid; or any manifestation of a spirit of enterprise, or claim to the State's aid, by coming forward and taking, or offering to take, stock! But the whole is to be conditioned upon the liberal loan, or grant, of the State's credit. This will cost the people nothing—nothing at all—at least under twenty years—and then—if the Companies do not pay the State's Bonds—why—then they will be as good as the paper of Real Estate Banks!

Now, in soberness: If this scheme of one Big Humbug and four little ones, spanning the State from side to side, and crossing off to suit, should happen to succeed, why should not those counties, which shall be left out, have, as the days of Illinois experiments and speculations, their allowance of the State's credit—or cash in hand?

Mr. Editor! The St. Louis and Pacific Railroad and the Hannibal and St. Joseph Railroad, now in a condition to justify, and to protect the State's credit—were not got up in this way! The friends of these Roads, while many refused their aid, or countenance, and made sport of their pretensions, came forward with liberal subscriptions, and gave their time and money in aid; and the procurement of aid. Their earnest efforts were seen and appreciated by the Legislature, and upon this guarantee the State and Congress came forward, as was their duty and intent, and afforded that "material aid" which must redound to its lasting credit and aggrandizement. The Congress will grant no more lands to the State for the next four years, nor until it is seen how the grants already made shall be applied. The State will doubtless inter-protect her credit, and await the result of her aid, as already pledged, to the two great enterprises North and South of the majestic and terrific Missouri river. On the sure prospects of these she will rest, except to provide for the further improvement of the country and the supply of that great basis of Railroads (Iron) by aiding in the immediate construction of a Road from St. Louis to the Iron Mountain and the Potosi. This third Road is one, without doubt, approbated, approved and desired by the whole people of Missouri.

The Hannibal and St. Joseph Road, with the aid of the Mississippi river, and connected with the Illinois Central Railroad, will afford adequate relief to the commerce and trade of Northern Missouri for the present; while the Ohio and Mississippi Road, with the river navigation, and connected with the Illinois Central and the Pacific, and Iron Mountain Roads, will serve the present demands of commerce and travel, until the people and the State are in a condition, safely, to make all minor connections.

You cannot doubt, that I am a friend to inter-

nal improvements—and that too, to "a system." But, that "system" is not "to run the thing into the ground." Let the "system" be, to help those who first show a willing mind to help themselves—but then, only, to such extent as will be safe. The successful accomplishment of the three Trunk Roads above mentioned will insure all necessary branches and connections as well as the State's credit and the State's safety.

I would not be understood as attempting to "rake" you nor the Messenger, but would point to the humbugery of undertaking too much.

A. B.

For the Journal.
CAMBRIDGE, Massachusetts,
October 25, 1852.

Mr. Editor:

Long before this reaches you the sad news of Webster's death will have been reported to your readers. I, however, take this opportunity to forward the particulars of Mr. Webster's death in full, as published by the Boston Atlas.

Yesterday was a solemn sabbath; and the ministers of our holy religion in this vicinity doubtless made a suitable improvement of this providence. This is but one among the many admonitions we have had of late, that our public men are mortal. The summer had scarce ended, and the autumn leaves had but just begun to fall, to remind us of the decay of all created things, when the sad intelligence was heralded from the Congressional Hall back to Massachusetts, that three of her beloved and honored statesmen had fallen at their posts: first, Rantoul; second, Fowler; third, Thompson;—and yesterday morning, on the blessed Sabbath, as we were wending our way to the Sanctuary, the tolling of the bells and the booming of the minute guns, reported to us and to thousands of our fellow countrymen, that America's greatest statesman had breathed his last!

Just as the day began to break, ushering in the light of another of God's days, the spirit of DANIEL WEBSTER burst from its clayey tenement and took its flight into the immediate presence of the Great I AM.

But we must not wander in our imagination into forbidden space; for it is the secret place of the holiest of the holy!

Thus the rider on the pale horse has trampled down with unabating fury one generation after another, and one mighty man after another, and will continue to do so until the last generation, and the last mighty man who stands alone in his greatness, shall live on earth.

I am, as yet, one of your patrons.

BENNETT.

Mr. WEBSTER was never seen to more advantage than within his own household, at the family board, or in strolling with him over his farm at Marshfield, or standing with him upon the sea beach, and looking out upon the ocean before us, which like the scope of his intellectual vision, appeared boundless. We have enjoyed these things, and there are no events in our life in which we have experienced more pleasure. As we write, they involuntarily rise before us, like blessed visions of other and better days. To hear him converse upon the past, the present, and the future, in a familiar, colloquial manner, to listen to his great thoughts expressed in the purest words of our language, and wonder how he could thus speak and think, are joys which we can find no words to express. It was our fortune to pass several days at his home in Marshfield, some six or eight years ago, and well we remember one beautiful night, when the heavens seemed to be studded with countless myriads of stars, that about nine o'clock in the evening we walked out, and he stood beneath the beautiful weeping elm which raises its majestic form within a few paces of his dwelling, and looking up through the leafy branches, he appeared to be wrapped in deep thought, and at length, as if the scene, so soft and beautiful, had suggested the lines, he quoted certain verses of the eighth Psalm, beginning with the words:

"When I consider thy heavens, the work of thy fingers; the moon and the stars, which thou hast ordained: what is man, that thou art mindful of him? and the son of man that thou visitest him? For thou hast made him a little lower than angels, and hast crowned him with glory and honor." &c. The deep low tone in which he repeated these inspired words, and the deep wrapped attention with which he gazed up through the branches of the elm, struck us with a feeling of greater awe and solemnity than we ever felt, when in a year or two later, we visited some of the most magnificent cathedrals of the old world, venerable with the ivy of centuries, and mellowed with a daily church service for a thousand of years. He was thinking then of that far distant world, wherein it is promised that the good of this life shall live forever and ever. We remained out beneath the tree for over an hour, and all the time he conversed about the scriptures, which no man whom we ever saw knew so much, or appeared to understand and appreciate so well. He talked of the books in the old testament especially, and dwelt with unaffected pleasure upon Isaiah, the Psalms and especially the Book of Job. The Book of Job, he said, taken as a mere work of literary genius, was one of the most wonderful productions of any age or in any language. As an epic poem, he deemed it far superior to either the Iliad or the Odyssey.

The two last, he said, received much of their attraction from the mere narration of warlike deeds, and from the perilous escapes of the chief personages from death and slaughter; but the Book of Job was a purely intellectual narrative. Its power was shown in the dialogues of the characters introduced. The story was simple in its construction, and there was little in it to excite the imagination or arouse the sympathy. It was purely an intellectual production, and depended upon the power of the dialogue, and not upon the interest of the story, to produce its effects. This was considering it merely as an intellectual work. He read it through very often, and always with renewed delight. In his judgment, it was the greatest epic ever written. We well remember his quotation of some of the verses in the thirty-eighth chapter:

"Then the Lord answered Job out of the whirlwind and said, Who is this that darkeneth counsel by words without knowledge? Gird up thy loins like a man; for I will demand of thee, and answer thou me. Where was thou

when I laid the foundations of the earth? Declare if thou hast understanding." &c.

Mr. Webster was a fine reader, and his recitation of particular passages, to which he felt warm, were never surpassed, and were capable of giving the most exquisite delight to those who could appreciate them.

THE ELECTION.

General Scott has been disastrously defeated—only three States for him!—Vermont, Kentucky and Massachusetts.

A gentleman of our acquaintance privately announces himself as the next whig candidate for the Presidency. He does not wish his name divulged, however, because, if brought out thus early, he might become generally known, and this alone would be sufficient to defeat him. He intends to stop advertising, withdraw from business, and seclude himself patiently till the eve of another National Convention, when he will lay in his claim on the ground that he is the most obscure man in the Union, confident that if not nominated, the whigs will thereby prove their incapacity to learn anything from experience. He says it is now the "age of little men"—"potatoes" don't grow near as large as they used to.

EDITOR OF THE HANNIBAL JOURNAL.

Dear Sir:—I perceive in the Journal of November the 4th, 1852, that my name stands identified with the defeated candidates for City Recorder; I wish you to disabuse the public mind on that subject; because I would not consent to be a candidate this term, in consequence of my business arrangements for the next season. I was so certain that I should be elected if I should consent to run, that I refused, as my business was in such a way that I could not attend to the duties of the office, and finding my name among those who went up Salt River, my friends at a distance may think me rather below par, having 20 votes only in the city, they not knowing the circumstances under which those 20 votes were cast. You will therefore please correct it in your next issue.

I remain yours, &c.,

JOHN B. LEWIS.

HANNIBAL, Nov. 6th, 1852.

All the mighty energy exhibited in St. Louis in behalf of the North Missouri Railroad results from a fear that the trade of Northern Missouri will be diverted east through the Hannibal and St. Joseph Railroad. The North Missouri road will not prevent this result in any considerable degree, until St. Louis connects herself with the Southern markets by railroad. It is therefore her interest to push forward as rapidly as possible, the stupendous undertaking of a railroad from Louisiana to Minnesota.

Pierce's majority in St. Louis city and county was 1,519.

On the 4th inst. the Free Masons of St. Louis celebrated the centennial anniversary of Washington's initiation into the fraternity.

The river is rising, and is now in fair boating condition.

WAGON MANUFACTORY.—Mr. PETER SCHREIBER is putting up a two story brick building on the corner of Fourth and Market streets, which he intends to use as a wagon factory.

"THE EVIL ONE IN FRANCE."—We have placed this heading over one (the 20th) of a series of letters addressed to the Philadelphia Saturday Gazette, by a correspondent in France, under the head of "Notes of a Pedestrian in France." The copy-right for these letters has been secured, but ours is not a rival paper, and the publication of such extracts in any locality will be the best recommendation of that large and excellent family paper. The Gazette is published at two dollars per annum, in advance, for single subscribers, with a premium of a dollar's worth of books—a list of which is furnished. Clubs of four, five dollars; ten copies, ten dollars; sixteen copies, fifteen dollars; twenty-two copies, twenty dollars—with an extra copy to every person getting up one of the above clubs, and remitting the money therefor. Address, post paid, Alexander Cummings & Co., No. 46, South Third street, Philadelphia.

For the Journal.

ELECTION RETURNS.
New London, Ralls County,
November 5th, 1852.

Mr. Editor:

Below I send you the vote of this county:

Scott & Graham, 341
Pierce and King, 278
Circuit Attorney, 63
L. L. Hawkins, (whig), 369
N. P. Minor, (dem. A. B.), 225

Respectfully Yours,

DAVID B. YOUNG.

PALMYRA, Nov. 5th, 1852.

Mr. Editor:

The following is the official vote of this county:

| | | | | |
|-------------------|-----|-----|-------|-----|
| Liberty Township, | 264 | 225 | 363 | 107 |
| Marion do | 285 | 295 | 480 | 111 |
| Miller do | 25 | 16 | 33 | 5 |
| S. River do | 30 | 8 | 31 | 4 |
| Warren do | 99 | 77 | 115 | 53 |
| Union do | 80 | 29 | 90 | 10 |
| R. Grove do | 74 | 59 | 71 | 44 |
| Fabius do | 37 | 42 | 45 | 27 |
| | 894 | 751 | 1,178 | 363 |

Yours Respectfully,

THOS. E. HATCHER, Clerk.

Anderson I behind on Scott ticket; Kayser I behind on Pierce ticket.

The weather during the past week has been gloomy in the extreme. It has rained, rained, incessantly. The result is a bountiful supply of mud. We have dark nights; once in a while a foggy morning, and cold weather all the time. Yesterday evening a considerable quantity of snow fell.

From the forthcoming number of the Western Journal.

RAILROADS FOR MISSOURI AND THE WEST.
Public attention seems now in this State, to be fully awake to the necessity for railroads to develop the resources and hidden wealth of the country, and it is all-important that there should be full examination and free discussion of the subject, in order to bring to light the true system of railroads for the West, and how in the speediest and safest manner, they may be built. Every variety of plan may be expected, modified by the knowledge and sectional interest of the individual, but each one will throw some light on the question.

It is easy to project on paper thousands of miles of railroad, but each road has to be built mile by mile, paid for as it progresses, and it should, so far as possible, pay back dividend as it progresses—for capital in this country cannot wait years for a return. Hence it is important to consider the country a projected railroad is to pass through, as well as its ultimate destination; but is equally important in starting a simple local railroad, if but ten miles in length, to look at what its end in time may be, and attempt to suit it to its destiny. A railroad once commenced if laid to naturally suit the business of the country, must keep on as surely as the water from a spring must keep running.

It may seem to some folly to talk of thousands of miles, when perhaps only tens can at present be built, and objections may be made that too much is being undertaken, to the jeopardy of what can be done; but however large the plan, it will only be perfected as money is forthcoming for it, and it is all-important to look at the whole subject in order to start the details right. This is especially true of railroads from St. Louis—the natural centre of the Mississippi valley.

It is not necessary in this article to consider the routes eastward, (already started,) for it may be safely asserted that the Eastern States will build toward Missouri, when she has made herself the centre of commerce of the West—Missouri has to build roads North, West and South.

Looking to the North and West, the first difficulty that presents itself, is the lack of any commercial point, within a reasonable distance to build to, but on the other hand the country to build through is all valuable, either for mineral or agricultural products.

[Some points touched above do not seem to have attracted the attention they deserve. It seems to have been supposed that if the railroad from Louisiana to Minnesota were undertaken at all, it must at once be built the entire distance, under penalty of being denounced as a humbug. Gentlemen say—"nonsense! such a railroad cannot be built in this generation."—Very well, admit that it cannot. Admit that it cannot, for a number of years to come, as we do verily believe, be extended even to Iowa—is this any reason why the railroad should never be built? Is this any reason why a part of it should not be built now, and a part in a few years more, and the balance next generation, if posterity please? It is proper to look forward to probable results, and adopt measures to suit future circumstances. It has been said the Pacific railroad would never be built, and the Hannibal and St. Joseph Railroad project when first started, had but few supporters, the majority of persons maintaining its utter impracticability. After a while they began to admit that it might be built in twenty or thirty years, and now they look forward to its early completion, and associate it with the Pacific Railroad, as two hundred miles of the latter, soon to be accomplished. In the extract quoted above, it is said:—"Looking to the North &c., the first difficulty that presents itself is the lack of any commercial point within a reasonable distance, to build to." Hannibal may be considered now, by the writers, as not "any commercial point," but the elements of progress are at work, which will make it such a point, by the time a railroad can be constructed from St. Louis to Hannibal. It is within a "reasonable distance," considering the ability of Missouri, engaged as she is now, on a first experiment of two other railroads, and as a first link in a great railroad, is quite as much as she ought to undertake at present.—The route to Hannibal being most direct, will make the road shorter, and at the same time accomplish all the other could accomplish, by furnishing Northern Missouri with means of transportation.

We publish the remainder of the article from the Western Journal, as a full description of the system of railroads for Missouri and the West, which will be advocated in St. Louis, if it EXTRACTS THE STATE, or like Illinois once did, with her wild and reckless system of Internal Improvements, sink the credit of the State a soundless depth below par. The cry now is for railroads through every county, with a branch through every man's back yard! and the whole system must be built at once, to secure the vote of every locality.]

The necessity appears, then, of reversing the habits of the old countries, and instead of building roads to accommodate a business in existence, build them in order to create the business that is to maintain them. To the north, the route naturally suggests itself as along the dividing ridge between the Mississippi and Missouri rivers, and following into and beyond Iowa, there is found the valley of the Des Moines river, and beyond the valley of the St. Peter, and still beyond, the valley of the Red river of the North, leading into the heart of the Upper Canada—and all in the direct route northward. Every foot of the country passed through is valuable, and it is understood to be one over which a railroad can easily be constructed.—The route through Missouri, about two hundred and fifty miles, is probably the easiest one for its length in the United States. Magnificent as this project appears, it is still more so, when, turning to the South, a route is projected from the Iron Mountain to the Gulf of Mexico, at New Orleans. Then it is seen to be a main trunk, North and South—grand as the Mississippi river itself—passing from the Gulf of

Mexico, by the Iron Mountain and by St. Louis, and stopping only when it reaches the limit of civilization.

Missouri can start this by simply commencing the construction of the "North Missouri Railroad," and the "Iron Mountain Railroad." The States to the North and to the South will take it up and carry it on, and while each State will work for its particular interest, it will, at the same time, be for the good of all. Louisiana, Arkansas, Iowa and Minnesota can all be interested in the work going on in Missouri, and in turn, draw out for their work, the interest of this State.

To the west, the natural route seems to be generally by the valley of the Missouri river to the mouth of the Kansas, and following it out, by the South Pass to the Pacific Ocean. This has already been commenced. Here, again, we see the Gulf of Mexico, connected through St. Louis, with the Northwestern plains of the country.

Another route strongly recommends itself, a route to the Southwest corner of the State. The other projected routes do not accommodate that section, and when this route is followed out through Texas to the Gulf at Galveston, or some other point, interesting as it does, all the routes passing to the South to the Pacific ocean, it is found a trunk road equally important with the others.

The four roads mentioned above, with the Eastern roads now being built, are the main trunk roads that will fix for all time Missouri as the seat of empire in the West, with arms stretching to the Gulf of Mexico, to the Pacific, and to Northern Canada.

They are not roads that will make themselves unless they are started, and there is some danger that, unless started soon, other projects, emanating from influences foreign and antagonistic to the State, may throw them back for many years, if not for all time.

Having considered this general system for the results to be obtained, it may be well to look at these roads as State roads, and bringing the system down to something at present practicable, test their worth for local improvement and development of the State, and as stock-paying roads as they progress within the State.

These roads are the North Missouri Road—the Pacific Road—the Southwest Missouri road, and the Iron Mountain road. It is understood that the Pacific Railroad Company are making surveys for the three last named routes, with a view of making reliable comparative estimates, these surveys are not yet complete, but have progressed sufficiently to satisfactorily determine the practicability, at reasonable cost, of all the routes.

The North Missouri Road.—The route for this road, after crossing the river at or near St. Charles, would naturally follow the level, fertile prairie ridge between the Missouri and Mississippi rivers, passing through St. Charles, Warren, Montgomery, Callaway, Audrain, Boone, Randolph, Macon, Adair and Schuyler counties. Some of these counties are among the richest in the State. Every foot of the land is fertile, and the whole country as capable of supporting as dense a population as anywhere in the United States. The St. Joseph and Hannibal road, the construction of which is secured by the grant of lands lately made to it, will be but two branches from the East and West—and other branches will spring up from the river on each side, to pour the whole produce of that part of the State between the two rivers, now containing one half of the population of the State, over the North Missouri road. There can be no earthly doubt but that it must be a stock paying road from the commencement.—The length of the road may be two hundred and fifty miles, and \$18,000 per mile, a large estimate. The total cost might thus be \$4,500,000. The ten counties it passes can easily subscribe, on an average, (those nearer the river more, and those inland less) \$100,000 each, yielding from county subscriptions, \$1,000,000. Individuals in St. Charles and some of the other richer counties may easily subscribe \$500,000. St. Louis may bring in the same amount, and with the credit of the State to the amount of \$1,500,000, less 15 per cent, for interest to be paid on whole sum, for say one half of five years time of construction (two and a half years at six per cent.,) means for building may be counted on to the amount of \$3,275,000—leaving only \$1,225,000 for the credit of the road to furnish.

It may be safely asserted that, when any road properly located can furnish from the half to two-thirds of the amount necessary to build it, that its own credit will furnish the rest when needed. To secure the State from harm for its credit, the road has only to earn \$360 per mile of road. The earnings must be five times that.

An article on the Railroad shows the earnings of the following roads in the West to be:

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|--------------------------|-------------------|
| Little Miami | \$3,541 per mile. |
| Columbus and Xenia | 2,778 " |
| Michigan Central | 2,116 " |
| Madison and Indianapolis | 2,378 " |

The charter for the Pacific Railroad Company is for a road from St. Louis to the Western limit of the State. As yet that company have not determined this route, whether it shall be for the trade of the Missouri river, or toward the Southwest. As carrying out the system of roads, it may be assumed that the Pacific railroad proper will be located on the shortest route to the mouth of the Kansas river, and that the Southwest road will be built as a branch to the Pacific railroad, on which the land grant may be applied as "a railroad from St. Louis to the Western line of the State."

Referring to the report of the surveys of this road, made by Mr. Kirkwood, it will be seen that the shortest route is by the Missouri river to Jefferson City, and thence as direct as possible to Kansas, passing through St. Louis, Gasconade, Osage, Cole, Moniteau, Pettis, Lafayette and Jackson counties.

It may be said of this route that the means of transportation on the Missouri river has already created a business that will go far toward making a railroad profitable, and there can be no doubt that the construction of the road will so rapidly develop the resources of the country, that a full business will be found.

It will be seen by Mr. Kirkwood's report below the average river charges, and it is understood that the surveys lately made show the practicability of shortening the route twenty miles or more, thus still reducing the railroad charge. The competition with the river, and with the routes directly connected through the St. Joseph and Hannibal Railroad with the Lake cities, must obligate the company to build the shortest route to Kansas as the only way to secure by low railroad freights the greatest amount of business. It must be borne in mind that the uncertain and dangerous navigation of the Missouri river must always keep the river charges for eight months of the year above those of a railroad. Looking at this route as a main trunk

line westward toward the Pacific ocean, it seems still more important to shorten it as much as possible.

The distance, it is believed, will be about 280 miles, and the highest estimate \$6,500,000.—The means for building this road may be stated as follows:

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| Present subscription, \$1,500,000 |
| County subscription that may be easily procured from Franklin county \$50,000; Gasconade 25,000; Osage 50,000; Cole 50,000; Moniteau 50,000; Pettis 100,000; Jackson, additional, 100,000; Johnson, additional, 150,000; Private subscriptions through same counties, 150,000 |
| State credit at present granted, \$2,000,000 |
| State credit, additional, 1,000,000 |
| Deducting 15 per cent. interest, ————— |
| \$4,875,000 |

Leaving \$1,625,000 to be made up by additional subscription in St. Louis, and by stock to contractors (that so far has been 10 per cent,) or by the credit of the road, that would doubleless furnish it.

To secure the payment of interest on State credit, the road has only to earn about \$640 per mile.

The engineer's estimate for earnings, made on apparently moderate data, is about \$1,600 per mile.

SOUTHWEST MISSOURI ROAD.

Supposing this road to branch from the Pacific road about 40 miles from St. Louis, the distance in branch will probably be about 300 miles. Estimating this at 25,000 per mile, would give \$6,600,000 as cost. It cannot be safely said of this route that it would be in the start a stock paying road, although perhaps it would be more valuable than any other in developing the resources of the State. With the bonus of the land grant given to this route, it may be called as safe for investment as any of the others. From St. Louis to the Gasconade river, following the ridge between the Merriam and Bourbeuse, the route would be through the heart of a very rich mineral country, (iron, lead and copper,) and after reaching the eastern edge of Green county, from there to the west line of the State the country is rich, well wooded, possessed of abundant water power, and competent to support a dense population. Lead and coal too is found in abundance. Already Green county, shut out from market as it is, is second in population and wealth to but few counties in the State. To this route would come all the trade of Northwest Arkansas, and the Cherokee country, with its salt and coal.

The means for building this road may be stated as follows:

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| County subscription from Franklin \$25,000; Crawford \$50,000; Potosi \$50,000; Camden \$25,000; Laclede \$50,000; Dallas \$25,000; Wright \$25,000; Green \$200,000; Lawrence \$100,000; Jasper, Newton and Barry \$50,000 |
| \$600,000 |

This route opening a new section would draw subscriptions from the neighboring counties, which, with the private subscriptions that can be obtained, would probably amount to \$400,000. St. Louis city, county, and private, \$500,000. Credit of the State 1,000,000, which deducting 15 per cent. interest, would yield \$850,000. Between 1,000,000 and 1,300,000 acres of land, say worth \$2,500,000

Leaving to make up by stock of credit of road about \$1,750,000. With the credit to the stock of the bonus of land this could easily be procured when needed. To pay interest on State bonds, the road need only earn \$200 per mile.

IRON MOUNTAIN ROAD.

Several routes for this road present themselves, and the selection of either must be governed by careful surveys. It was stated before the Legislature that the late surveys show a practicable route, about 70 miles in length, and costing about \$1,750,000. The immense mineral wealth of the country through which this road must pass, is so world-wide known that it does not seem worth while to specify it for the purposes of this article. Its iron, lead, copper, kaolin, marble, granite, pine timber, and a fair proportion of arable land, all warrant fair dividends. A moderate estimate made by the member from Washington county, (Mr. Johnson) at the extra session, founded on the simple development of the works already in existence, gave a dividend of ten per cent. on \$1,750,000.

The means for building this road may be stated as follows:

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| Subscription of counties and individuals on line of road, \$450,000 |
| St. Louis city, county, and individual 300,000 |
| State credit \$750,000, deducting 15 per cent, ————— |
| 637,000 |

Leaving only 363,000 to be got by credit of road. To pay interest on State bonds the road has only to earn about \$640 per mile.

A summary of these roads will show as projected for the State, independent of the St. Joseph railroad, 900 miles of railroad, the estimated cost of which is 19,350,000, and the means estimated, independent of the credit of contractors' stock in each road, are \$14,387,000. In this it is proposed that the State should advance her credit \$4,250,000, which, added to the credit already advanced to the Pacific road, and the St. Joseph and Hannibal railroad, loans the State credit for \$7,750,000, secured by mortgage of all the roads, and advanced dollar for dollar with the capital stockholders.

Two questions naturally present themselves:

1st. Is it policy to commence all these roads at once, or build the first and then another, &c.?

2d. Is there any danger to the credit of the State by advancing it for all of these main lines of the State?